

NO-A175 870 HISTORIC PROPERTIES REPORT: SAGINAW ARMY AIRCRAFT PLANT 1/1
FORT WORTH TEXAS(U) BUILDING TECHNOLOGY INC SILVER
SPRING MO B E HIGHTOWER ET AL JUL 84 CX-0001-2-0033

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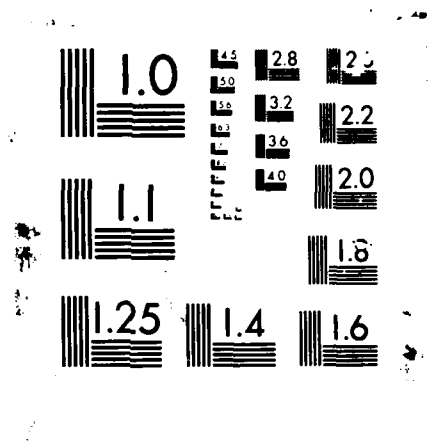
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HISTORIC PROPERTIES REPORT

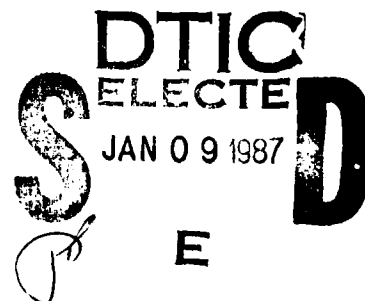
SAGINAW ARMY AIRCRAFT PLANT

FORT WORTH, TEXAS

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FINAL REPORT

JULY 1984



This document was prepared under Contract CX-0001-2-0033
between Building Technology Incorporated, Silver Spring, Maryland
and the Historic American Building Survey/Historic American
Engineering Record, National Park Service
U.S. Department of the Interior

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EXECUTIVE SUMMARY

The Saginaw Army Aircraft Plant, a government-owned, contractor-operated industrial facility, is currently a part of the U.S. Army Aviation Systems Command. The plant is used by Bell Helicopter Textron, Inc. for the assembly, limited fabrication, flight testing, and delivery of military helicopters. Located in the town of Saginaw, Texas, three miles north of Fort Worth, the plant consists of 21 buildings. It was constructed in 1942-1943 by Globe Aircraft Corporation and initially produced Beachcraft AT-10 training planes for the Army Air Force during World War II. Following the war, Globe manufactured its hallmark, the Globe "Swift" at the facility until the company's bankruptcy in 1947. Since 1950, Bell Aircraft has used the facility for the assembly of helicopters. It was expanded during the 1960s with the addition of hangars, an underground fuel storage and dispensing system, roadways, helicopter check pads, and an addition to the paint shop.

There are no Category I or II historic properties at the Saginaw Army Aircraft Plant. The main assembly building (Building 2), built in 1942-43 by the Globe Aircraft Corporation, is a Category III historic property because of its association with the well-known 1940s aircraft produced at the facility.



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CONTENTS

Executive Summary	
PREFACE.....	1
1. INTRODUCTION.....	3
Scope.....	3
Methodology.....	4
2. HISTORICAL OVERVIEW.....	11
Background.....	11
World War II.....	11
Post-World War II.....	16
3. PRESERVATION RECOMMENDATIONS.....	22
Background.....	22
Category I Historic Properties.....	27
Category II Historic Properties.....	27
Category III Historic Properties.....	27
BIBLIOGRAPHY.....	29

PREFACE

This report presents the results of an historic properties survey of the Saginaw Army Aircraft Plant. Prepared for the United States Army Materiel Development and Readiness Command (DARCOM), the report is intended to assist the Army in bringing this installation into compliance with the National Historic Preservation Act of 1966 and its amendments, and related federal laws and regulations. To this end, the report focuses on the identification, evaluation, documentation, nomination, and preservation of historic properties at Saginaw Army Aircraft Plant. Chapter 1 sets forth the survey's scope and methodology; Chapter 2 presents an architectural, historical, and technological overview of the installation and its properties; and Chapter 3 identifies significant properties by Army category and sets forth preservation recommendations. Illustrations and an annotated bibliography supplement the text.

This report is part of a program initiated through a memorandum of agreement between the National Park Service, Department of the Interior, and the U.S. Department of the Army. The program covers 74 DARCOM installations and has two components: 1) a survey of historic properties (districts, buildings, structures, and objects), and 2) the development of archeological overviews. Stanley H. Fried, Chief, Real Estate Branch of Headquarters DARCOM, directed the program for the Army, and Dr. Robert J. Kapsch, Chief of the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) directed the program for the National Park Service. Sally Kress Tompkins was program manager, and Robie S. Lange was project

manager for the historic properties survey. Technical assistance was provided by Donald C. Jackson.

Building Technology Incorporated acted as primary contractor to HABS/HAER for the historic properties survey. William A. Brenner was BTI's principal-in-charge and Dr. Larry D. Lankton was the chief technical consultant. Major subcontractors were the MacDonald and Mack Partnership and Melvyn Green and Associates. The authors of this report were Barbara Hightower and William Brenner, who gratefully acknowledge the help of Mr. Homer Bell of the Army Property Administrator's Office, Bell Helicopter Textron, Inc.

The complete HABS/HAER documentation for this installation will be included in the HABS/HAER collections at the Library of Congress, Prints and Photographs Division, under the designation HAER No. TX-3.

Chapter 1
INTRODUCTION

SCOPE

This report is based on an historic properties survey conducted in 1983 of Army-owned properties located within the official boundaries of the Saginaw Army Aircraft Plant. The survey included the following tasks:

- Completion of documentary research on the history of the installation and its properties.
- Completion of a field inventory of all properties at the installation.
- Preparation of a combined architectural, historical, and technological overview for the installation.
- Evaluation of historic properties and development of recommendations for preservation of these properties.

Also completed as a part of the historic properties survey of the installation, but not included in this report, are HABS/HAER Inventory cards for nine individual properties. These cards, which constitute HABS/HAER Documentation Level IV, will be provided to the Department of the Army. Archival copies of the cards, with their accompanying photographic negatives, will be transmitted to the HABS/HAER collections at the Library of Congress.

The methodology used to complete these tasks is described in the following section of this report.

METHODOLOGY

1. Documentary Research

The Saginaw Army Aircraft Plant is a small industrial facility largely composed of the buildings and structures of the former Globe Aircraft Corporation Plant No. 2. Documentary research focused on the physical development of the plant facility and the history of Globe Aircraft, for which little information now exists. The Texas State Historic Preservation Office was contacted about possible historic properties at the Saginaw Army Aircraft Plant, but none were identified by this source.

Army records used for the field inventory included current Real Property Inventory (RPI) printouts that listed all officially recorded buildings and structures by facility classification and date of construction; the plant's property record cards; and facility maps, drawings, and photographs supplied by plant personnel. A complete listing of documentary material may be found in the bibliography.

2. Field Inventory

The field inventory was conducted by William Brenner during a two-day period in April 1983. Homer Bell of the Army Property Administrator's Office served as the point of contact and coordinated survey activities. Mr. Bell also acted as survey escort, provided access to plant real property records, and supplied the historical photographs used in this report.

Field inventory procedures were based on the HABS/HAER Guidelines for Inventories of Historic Buildings and Engineering and Industrial Structures.¹

All areas and properties were visually surveyed. Building locations and approximate dates of construction were noted from the installation's property records and field-verified.

Field inventory forms were prepared for, and black and white 35 mm photographs taken of all buildings and structures through 1945 except basic utilitarian structures of no architectural, historical, or technological interest. When groups of similar ("prototypical") buildings were found, one field form was normally prepared to represent all buildings of that type. Field inventory forms were also completed for representative post-1945 buildings and structures.² Information collected on the field forms was later evaluated, condensed, and transferred to HABS/HAER Inventory cards.

3. Historic Overview

A combined architectural, historical, and technological overview was prepared from information developed from the documentary research and the field inventory. It was written in two parts: 1) an introductory description of the installation, and 2) a history of the installation by periods of development, beginning with pre-military land uses. Maps and photographs were selected to supplement the text as appropriate.

The objectives of the overview were to 1) establish the periods of major construction at the installation, 2) identify important events and individuals associated with specific historic properties, 3) describe patterns and locations of historic property types, and 4) analyze specific building and industrial technologies employed at the installation.

4. Property Evaluation and Preservation Measures

Based on information developed in the historic overviews, properties were first evaluated for historic significance in accordance with the eligibility criteria for nomination to the National Register of Historic Places. These criteria require that eligible properties possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that they meet one or more of the following:³

- A. Are associated with events that have made a significant contribution to the broad patterns of our history.
- B. Are associated with the lives of persons significant in the nation's past.
- C. Embody the distinctive characteristics of a type, period or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.
- D. Have yielded, or may be likely to yield, information important in pre-history or history.

Properties thus evaluated were further assessed for placement in one of five Army historic property categories as described in Army Regulation 420-40:⁴

Category I	Properties of major importance
Category II	Properties of importance
Category III	Properties of minor importance
Category IV	Properties of little or no importance
Category V	Properties detrimental to the significance of of adjacent historic properties

Based on an extensive review of the architectural, historical, and technological resources identified on DARCOM installations nationwide, four criteria were developed to help determine the appropriate categorization level for each Army property. These criteria were used to assess the importance not only of properties of traditional historical interest, but of the vast number of standardized or prototypical buildings, structures, and production processes that were built and put into service during World War II, as well as of properties associated with many post-war technological achievements. The four criteria were often used in combination and are as follows:

- 1) Degree of importance as a work of architectural, engineering, or industrial design. This criterion took into account the qualitative factors by which design is normally judged: artistic merit, workmanship, appropriate use of materials, and functionality.

- 2) Degree of rarity as a remaining example of a once widely used architectural, engineering, or industrial design or process. This criterion was applied primarily to the many standardized or prototypical DARCOM buildings, structures, or industrial processes. The more widespread or influential the design or process, the greater the importance of the remaining examples of the design or process was considered to be. This criterion was also used for non-military structures such as farmhouses and other once prevalent building types.
- 3) Degree of integrity or completeness. This criterion compared the current condition, appearance, and function of a building, structure, architectural assemblage, or industrial process to its original or most historically important condition, appearance, and function. Those properties that were highly intact were generally considered of greater importance than those that were not.
- 4) Degree of association with an important person, program, or event. This criterion was used to examine the relationship of a property to a famous personage, wartime project, or similar factor that lent the property special importance.

The majority of DARCOM properties were built just prior to or during World War II, and special attention was given to their evaluation. Those that still remain do not often possess individual importance, but collectively they represent the remnants of a vast construction undertaking whose architectural, historical, and technological importance needed to be assessed before their numbers diminished further. This assessment

centered on an extensive review of the military construction of the 1940-1945 period, and its contribution to the history of World War II and the post-war Army landscape.

Because technology has advanced so rapidly since the war, post-World War II properties were also given attention. These properties were evaluated in terms of the nation's more recent accomplishments in weaponry, rocketry, electronics, and related technological and scientific endeavors. Thus the traditional definition of "historic" as a property 50 or more years old was not germane in the assessment of either World War II or post-war DARCOM buildings and structures; rather, the historic importance of all properties was evaluated as completely as possible regardless of age.

Property designations by category are expected to be useful for approximately ten years, after which all categorizations should be reviewed and updated.

Following this categorization procedure, Category I, II, and III historic properties were analyzed in terms of:

- Current structural condition and state of repair. This information was taken from the field inventory forms and photographs, and was often supplemented by rechecking with facilities engineering personnel.
- The nature of possible future adverse impacts to the property. This information was gathered from the installation's master planning documents and rechecked with facilities engineering personnel.

Based on the above considerations, the general preservation recommendations presented in Chapter 3 for Category I, II, and III historic properties were developed. Special preservation recommendations were created for individual properties as circumstances required.

5. Report Review

Prior to being completed in final form, this report was subjected to an in-house review by Building Technology Incorporated. It was then sent in draft to the subject installation for comment and clearance and, with its associated historical materials, to HABS/HAER staff for technical review. When the installation cleared the report, additional draft copies were sent to DARCOM, the appropriate State Historic Preservation Officer, and, when requested, to the archeological contractor performing parallel work at the installation. The report was revised based on all comments collected, then published in final form.

NOTES

1. Historic American Buildings Survey/Historic American Engineering Record, National Park Service, Guidelines for Inventories of Historic Buildings and Engineering and Industrial Structures (unpublished draft, 1982).
2. Representative post-World War II buildings and structures were defined as properties that were: (a) "representative" by virtue of construction type, architectural type, function, or a combination of these, (b) of obvious Category I, II, or III historic importance, or (c) prominent on the installation by virtue of size, location, or other distinctive feature.
3. National Park Service, How to Complete National Register Forms (Washington, D.C.: U.S. Government Printing Office, January 1977).
4. Army Regulation 420-40, Historic Preservation (Headquarters, U.S. Army: Washington, D.C., 15 April 1984).

Chapter 2

HISTORICAL OVERVIEW

BACKGROUND

The Saginaw Army Aircraft Plant is a government-owned, contractor-operated industrial facility. It is currently a part of the U.S. Army Aviation Systems Command (TSARCOM) and is used by Bell Helicopter Textron, Inc., for the assembly, limited fabrication, flight testing, and delivery of military helicopters. The facility, located in Saginaw, Texas, three miles north of Fort Worth, consists of 21 buildings, including the main assembly building (Building 2). The plant was constructed in 1942-43 by Globe Aircraft Corporation and initially produced Beechcraft AT-10 training planes for the Army Air Corps. Following the war, Globe briefly returned to the production of private aircraft, manufacturing its hallmark, the Globe "Swift." Since 1950, Bell Aircraft Corporation has produced helicopters at the facility. Expansion occurred in 1965-1966 and again in 1969-1970, and included the construction of hangars, an underground fuel storage and dispensing system, roadways, helicopter check pads, and an addition to the paint shop. (Illustration 1)

WORLD WAR II

The Saginaw facility was built by the Globe Aircraft Corporation in 1942-43. During the pre-war years the company, originally formed as the Bennett Aircraft Corporation, manufactured aircraft using Duraloid, a newly developed phenol-formaldehyde bakelite-bonded plywood.¹ The earliest aircraft produced by Globe were the Model BTC-1, a commercial twin-engined eight passenger

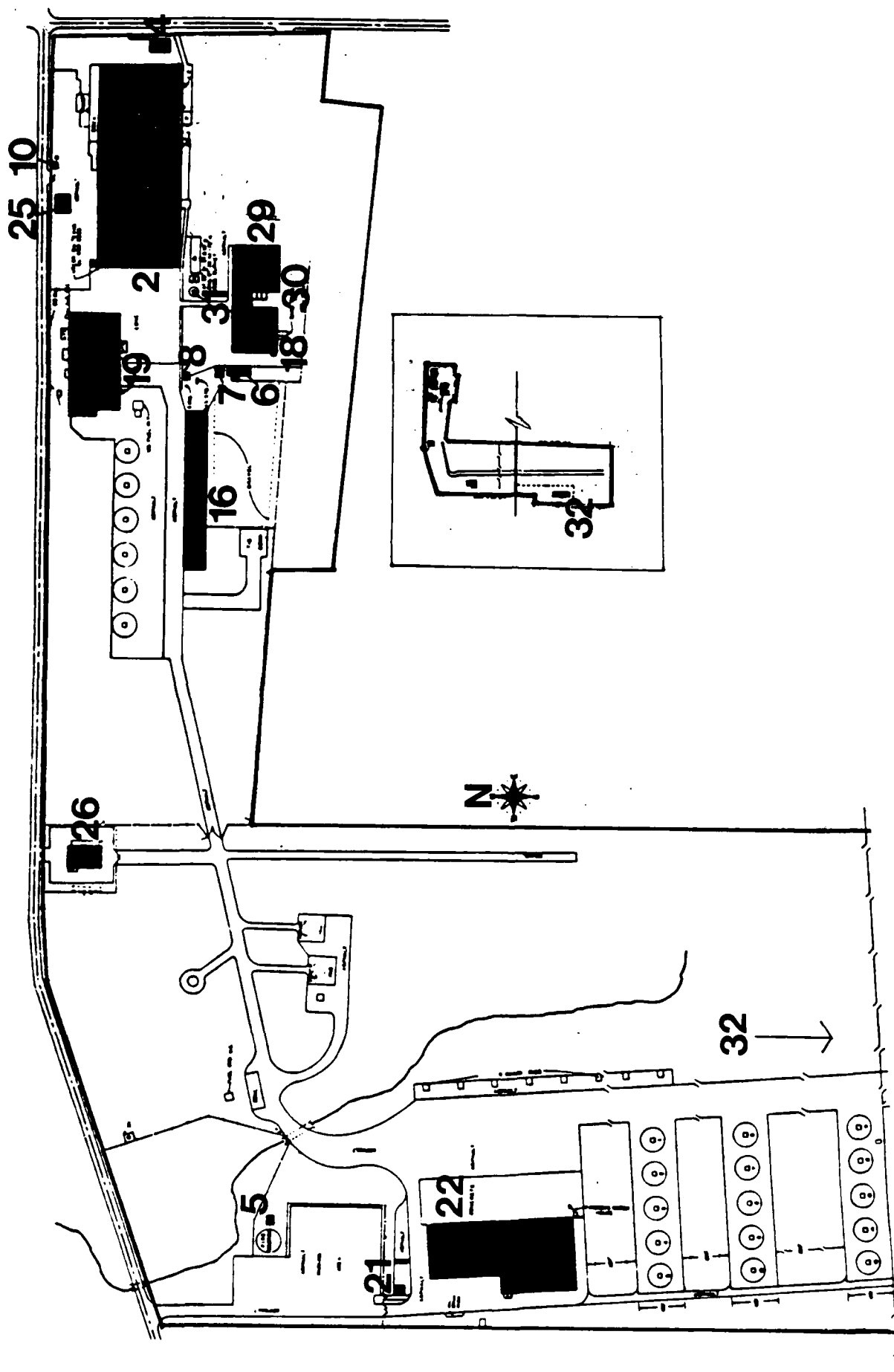


Illustration 1 Map of the Saginaw Army Aircraft Plant. The main assembly building (Building 2) is in the upper right corner. The map insert (middle) shows the location of Building 32 at the extreme southwest of the site. (Source: Saginaw Army Aircraft Plant Installation Brochure, 1982)

monoplane, and the "Swift" Model GC-1, a smaller low-wing monoplane with an enclosed cabin seating two. The latter served as the prototype for Globe's post-war versions of the "Swift."

In 1941, under the direction of its president, local industrialist John Clay Kennedy, Sr., Globe secured an 18 million dollar contract with Beech Aircraft Corporation to manufacture 600 Beechcraft AT-10 twin-engined training monoplanes for the Army Air Force.⁴ To carry out this wartime production, Globe obtained a factory construction loan of \$800,000 from the Defense Plant Corporation in 1942 and built the current assembly plant on Blue Mound Road in Saginaw. Plans for the main assembly building (Building 2) are dated April 1942. The building, which measures 180 feet x 432 feet, has concrete block walls with a brick veneer. Its structural system, designed by Wyatt C. Hedrick, a local engineer, consists of masonry piers and steel columns that support two parallel rows of wooden bow-type arched trusses, each with a span of 90 feet. A flat truss bridges the space between each pair of arched trusses. The north, south, and east sides of the building are lined with industrial steel sash windows. The west side has large wooden hangar doors that roll on steel tracks embedded at grade. (Illustrations 2 and 3)

Other 1942-43 construction included:

- Two concrete block and brick guardhouses (Buildings 8 and 10).
- A four building complex, constructed for a training school, flight hangar, and machine shop (Buildings 18, 29, 30, and 31). These four



Illustration 2 Saginaw Army Aircraft Plant, about 1950. Virtually all the buildings pictured here were built during World War II. The main assembly building (Building 2) is the large structure in the foreground. (Source: Bell Helicopter Textron, Inc.)

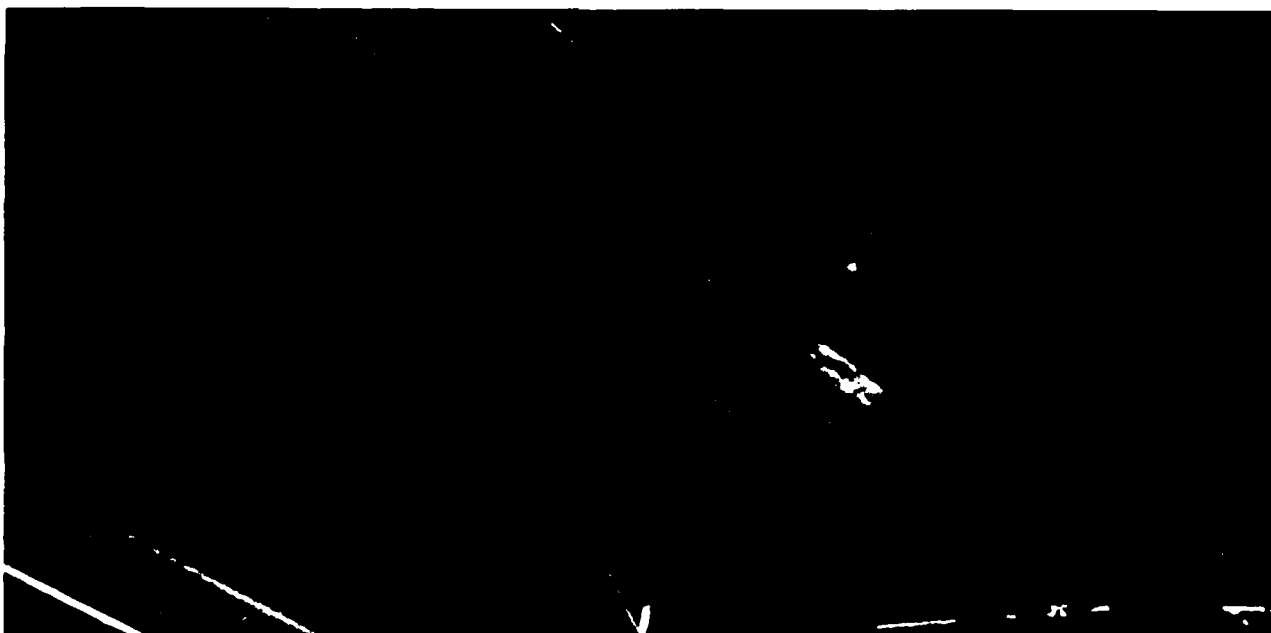


Illustration 3 Interior views of the main assembly building (Building 2). The upper photo shows the assembly area and the lower photo shows a partial view of one of the large wooden roof trusses spanning the assembly area. (Source: Field inventory photographs, 1983. William A. Brenner, Building Technology, Inc.)

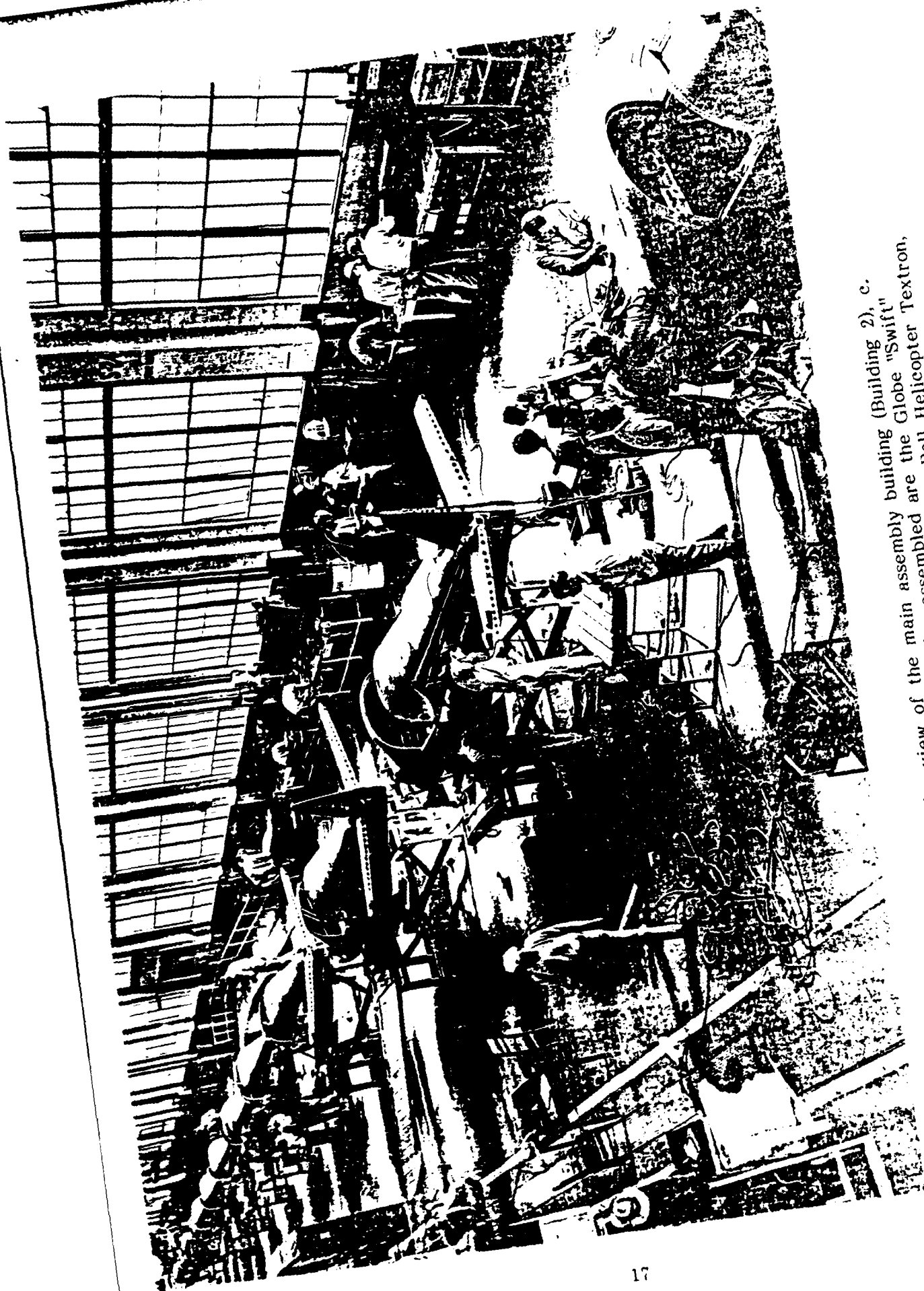
adjoining one-story buildings have a combination of corrugated metal and brick masonry walls; Buildings 18, 29, and 30 have pitched metal roofs, and Building 31 has a flat built-up roof.

- Building 16, constructed as a hanger. This structure has a pitched metal roof and corrugated metal cladding.
- An airplane landing field and taxi strip, located west of Building 2.
- A number of other structures that stood to the east and south of Building 2, which have since been demolished.

After completing the Beechcraft contract in 1944, Globe obtained subcontract work for the Curtiss C-46 and subassemblies for the P-38 and B-17, which were produced at the facility until war's end.

POST-WORLD WAR II

Following the war, Globe once again began manufacturing the "Swift." It developed a new version of the plane and put two models into production at the plant in 1946. The first, a two-seater Swift Model GC-1A equipped with an 85 h.p. Continental four-cylinder horizontally-opposed engine, made an initial test flight in January 1945. Unlike its pre-war predecessor, the GC1-A was constructed of metal. The Globe Swift Model GC-1B was identical to the GC-1A with the exception of its 125 h.p. Continental C125 six-cylinder engine and different nose shape.⁷ (Illustrations 4, 5, and 6)



Interior view of the main assembly building (Building 2), c.
1946. The planes being assembled are the Globe "Swift"
GC-1A Two-Seat Monoplane. (Source: Bell Helicopter Textron,
Inc.)

Illustration 4

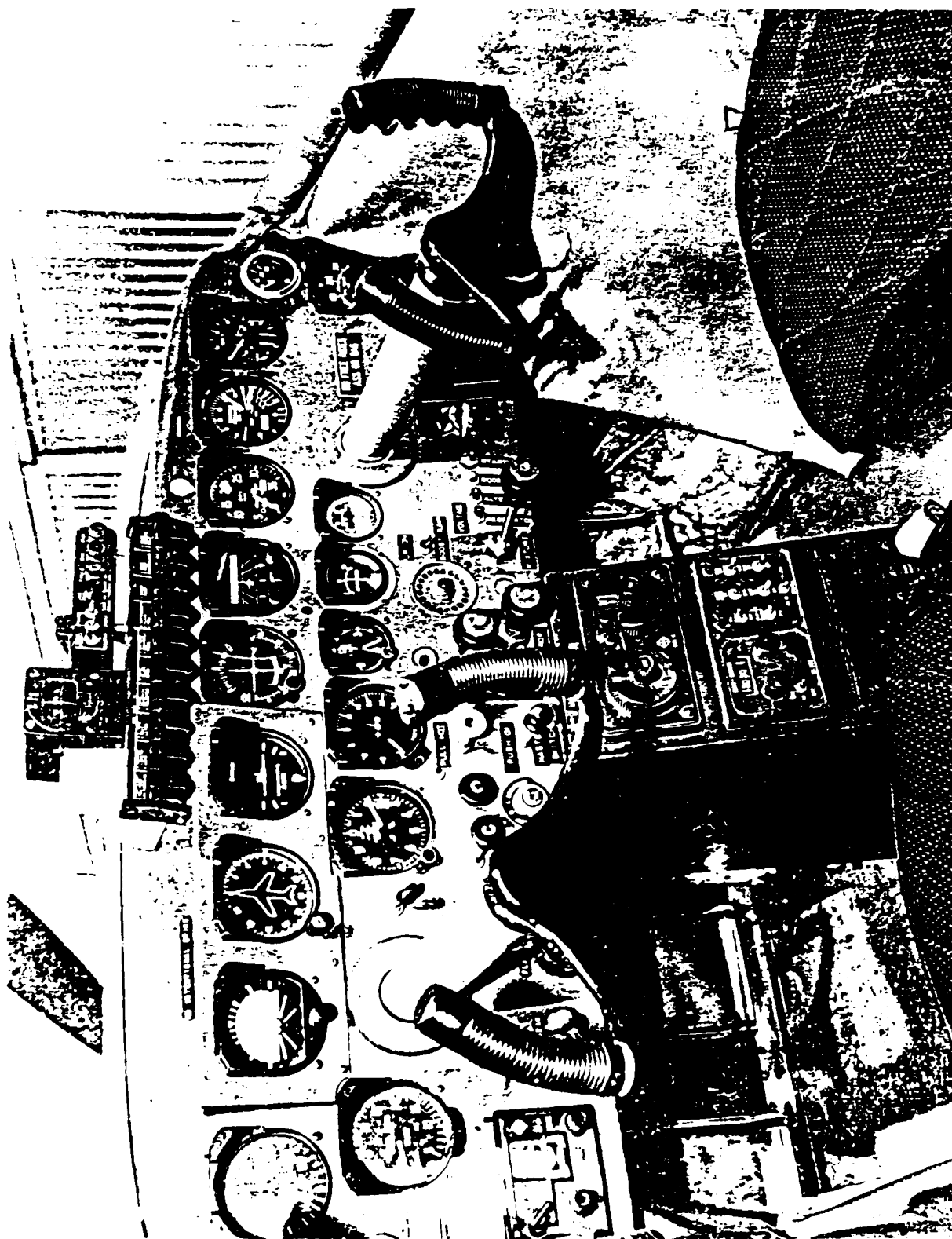


Illustration 5 Cockpit view of the post-war Globe "Swift" GC-1A. (Source:
Bell Helicopter Textron, Inc.)

FORT WORTH TEXAS

ELEVATION 680 FT.

CONTROL TOWER 272

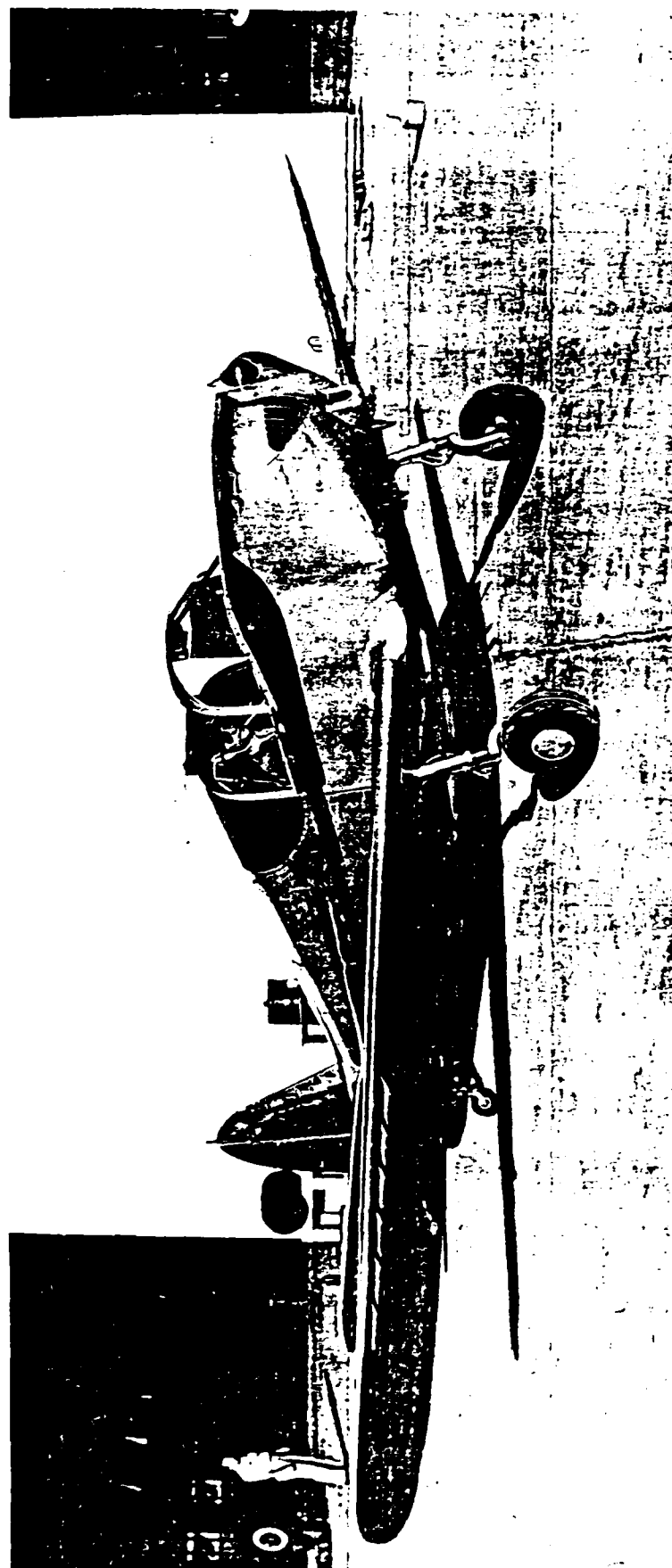


Illustration 6 Exterior view of the Globe "Swift" GC-1A, c. 1946. (Source: Bell Helicopter Textron, Inc.)

Globe Aircraft Corporation went into bankruptcy in 1947. The company's assets were purchased by Texas Engineering and Manufacturing Company, Ltd. (TEMCO). TEMCO was already producing "Swift" aircraft for Globe at its Dallas plant and continued to do so.⁸ The Globe plant, whose ownership had reverted to the Defense Plant Corporation, remained idle for two years before its title was transferred to the General Services Administration in 1949.⁹

The following year, Bell Aircraft Corporation began producing helicopters at the plant.¹⁰ Early models assembled there included the Bell 47 and the H-13. Except for the later Bell 206 and the Iroquois-Huey series, more 47s have been produced than any other rotary wing aircraft. The Bell 47 also has the distinction of being in production longer than any other helicopter. The H-13, the military designation of the Bell 47, was used extensively during the Korean War by the Army, Navy, and Marine Corps.

In 1952, the General Services Administration transferred the old Globe plant to the Department of the Navy. Fifteen years later, the plant was transferred to the Army. Throughout these changes, Bell continued to manufacture helicopters at the facility, as it does today.¹²

The decade of the 1960s saw two periods of expansion. The first, from 1965 to 1966, included the construction of an assembly hangar (Building 22), an underground fuel storage and dispensing system, an above-ground reservoir, additional ramps, roadways, and helicopter check pads. The paint shop (Building 19), constructed in 1954 at the northwest corner of Building 2, was

also expanded at this time. The paint shop was enlarged once again in 1969-1970, and an airplane hangar (Building 32) was erected in 1969.¹³

NOTES

1. Leonard Bridgman, compiler and editor, Jane's All the World's Aircraft, 1941 (New York: The Macmillan Company, 1942), p. 175c.
2. Ibid.
3. Durwood McDonald, Sr., "Appraisal, May 1, 1947 of the 150-1/2 acres of land out of the David Cook Survey in Tarrant County, Texas, on which land is situated the Globe Aircraft Corporation Plant No. 1, Paint Shop, Pilot's Lodge and Landing Strip."
4. Leonard Bridgman, compiler and editor, Jane's All the World's Aircraft, 1942 (New York: The Macmillan Company, 1943), p. 184c.
5. Leonard Bridgman, compiler and editor, Jane's All the World's Aircraft, 1947 (New York: The Macmillan Company, 1948), p.234c.
6. Jane's, 1942, p. 184c.
7. Jane's, 1947, pp. 234c-235c.
8. Gerard P. Moran, Aeroplanes Vought, 1917-1977 (Temple City, California: Historical Aviation Album, 1948), p. 131.
9. Environmental Science and Engineering, Inc., "Installation Assessment of TSARCOM Saginaw Army Aircraft Plant, Report No. 303" (Gainesville, Florida: Environmental Science and Engineering, Inc.), April 1981.
10. Ibid.
11. Norman Polmar and Floyd D. Kennedy, Jr., Military Helicopters of the World: Military Rotary-Wing Aircraft Since 1917 (Annapolis, Maryland: Naval Institute Press, 1981). p. 158.
12. Saginaw Army Aircraft Plant. Installation and Activity Brochure. (DARCOM, April 20, 1982).
13. Ibid.

Chapter 3

PRESERVATION RECOMMENDATIONS

BACKGROUND

Army Regulation 420-40 requires that an historic preservation plan be developed as an integral part of each installation's planning and long range maintenance and development scheduling.¹ The purpose of such a program is to:

- Preserve historic properties to reflect the Army's role in history and its continuing concern for the protection of the nation's heritage.
- Implement historic preservation projects as an integral part of the installation's maintenance and construction programs.
- Find adaptive uses for historic properties in order to maintain them as actively used facilities on the installation.
- Eliminate damage or destruction due to improper maintenance, repair, or use that may alter or destroy the significant elements of any property.
- Enhance the most historically significant areas of the installation through appropriate landscaping and conservation.

To meet these overall preservation objectives, the general preservation recommendations set forth below have been developed:

Category I Historic Properties

All Category I historic properties not currently listed on or nominated to the National Register of Historic Places are assumed to be eligible for nomination regardless of age. The following general preservation recommendations apply to these properties:

- a) Each Category I historic property should be treated as if it were on the National Register, whether listed or not. Properties not currently listed should be nominated. Category I historic properties should not be altered or demolished. All work on such properties shall be performed in accordance with Sections 106 and 110(f) of the National Historic Preservation Act as amended in 1980, and the regulations of the Advisory Council for Historic Preservation (ACHP) as outlined in the "Protection of Historic and Cultural Properties" (36 CFR 800).
- b) An individual preservation plan should be developed and put into effect for each Category I historic property. This plan should delineate the appropriate restoration or preservation program to be carried out for the property. It should include a maintenance and repair schedule and estimated initial and annual costs. The preservation plan should be approved by the State Historic Preservation Officer and the Advisory Council in accordance with the above referenced ACHP regulation. Until the historic preservation plan is put into effect, Category I historic properties should be maintained in accordance with the recommended approaches of the Secretary of the Interior's Standards for Rehabilitation and Revised Guidelines for Rehabilitating Historic Buildings² and in consultation with the State Historic Preservation Officer.
- c) Each Category I historic property should be documented in accordance with Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation Level II, and the documentation submitted for inclusion in the HABS/HAER collections

in the Library of Congress.³ When no adequate architectural drawings exist for a Category I historic property, it should be documented in accordance with Documentation Level I of these standards. In cases where standard measured drawings are unable to record significant features of a property or technological process, interpretive drawings also should be prepared.

Category II Historic Properties

All Category II historic properties not currently listed on or nominated to the National Register of Historic Places are assumed to be eligible for nomination regardless of age. The following general preservation recommendations apply to these properties:

- a) Each Category II historic property should be treated as if it were on the National Register, whether listed or not. Properties not currently listed should be nominated. Category II historic properties should not be altered or demolished. All work on such properties shall be performed in accordance with Sections 106 and 110(f) of the National Historic Preservation Act as amended in 1980, and the regulations of the Advisory Council for Historic Preservation (ACHP) as outlined in the "Protection of Historic and Cultural Properties" (36 CFR 800).
- b) An individual preservation plan should be developed and put into effect for each Category II historic property. This plan should delineate the appropriate preservation or rehabilitation program to

be carried out for the property or for those parts of the property which contribute to its historical, architectural, or technological importance. It should include a maintenance and repair schedule and estimated initial and annual costs. The preservation plan should be approved by the State Historic Preservation Officer and the Advisory Council in accordance with the above referenced ACHP regulations. Until the historic preservation plan is put into effect, Category II historic properties should be maintained in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Revised Guidelines for Rehabilitating Historic Buildings⁴ and in consultation with the State Historic Preservation Officer.

- c) Each Category II historic property should be documented in accordance with Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation Level II, and the documentation submitted for inclusion in the HABS/HAER collections in the Library of Congress.⁵

Category III Historic Properties

The following preservation recommendations apply to Category III historic properties:

- a) Category III historic properties listed on or eligible for nomination to the National Register as part of a district or thematic group should be treated in accordance with Sections 106 and 110(f) of the

National Historic Preservation Act as amended in 1980, and the regulations of the Advisory Council for Historic Preservation as outlined in the "Protection of Historic and Cultural Properties" (36 CFR 800). Such properties should not be demolished and their facades, or those parts of the property that contribute to the historical landscape, should be protected from major modifications. Preservation plans should be developed for groupings of Category III historic properties within a district or thematic group. The scope of these plans should be limited to those parts of each property that contribute to the district or group's importance. Until such plans are put into effect, these properties should be maintained in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Revised Guidelines for Rehabilitating Historic Buildings⁶ and in consultation with the State Historic Preservation Officer.

- b) Category III historic properties not listed on or eligible for nomination to the National Register as part of a district or thematic group should receive routine maintenance. Such properties should not be demolished, and their facades, or those parts of the property that contribute to the historical landscape, should be protected from modification. If the properties are unoccupied, they should, as a minimum, be maintained in stable condition and prevented from deteriorating.

HABS/HAER Documentation Level IV has been completed for all Category III historic properties, and no additional documentation is required as long as

they are not endangered. Category III historic properties that are endangered for operational or other reasons should be documented in accordance with HABS/HAER Documentation Level III, and submitted for inclusion in the HABS/HAER collections in the Library of Congress.⁷ Similar structures need only be documented once.

CATEGORY I HISTORIC PROPERTIES

There are no Category I historic properties at the Saginaw Army Aircraft Plant.

CATEGORY II HISTORIC PROPERTIES

There are no Category II historic properties at the Saginaw Army Aircraft Plant.

CATEGORY III HISTORIC PROPERTIES

Main assembly building (Building 2)

- Background and significance. The main assembly building was constructed in 1942 by Globe Aircraft Corporation for the production of Beechcraft AT-10 training planes for the Army Air Corps during World War II. Beginning in 1944, the Curtiss C-46 and subassemblies for the P-38 and B-17 were produced there. Following the war, Globe returned to the production of civilian aircraft and briefly assembled its hallmark, the "Swift," in the building. The main floor area of this concrete and block structure is spanned by two rows of large bow-type wood trusses

of interesting (but not highly unusual) design. (See Chapter 2, World War II, and Illustrations 2 through 5.) The main assembly building is a Category III structure because of its association with the well-known 1940s military and civilian aircraft assembled there.

- Condition and potential adverse impacts. This building is well maintained and is still used for the assembly of aircraft. There are no current plans to alter or demolish it.
- Preservation options. Refer to the general preservation recommendations at the beginning of this chapter for Category III properties not listed on or eligible for the National Register.

NOTES

1. Army Regulation 420-40, Historic Preservation (Headquarters, U.S. Army: Washington, D.C., 15 April 1984).
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3. National Park Service, "Archeology and Historic Preservation; Secretary of the Interior's Standards and Guidelines," Federal Register, Part IV, 28 September 1983, pp. 44730-44734.
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